LAMINATE, POLYESTER NON-WOVEN, FOAM, DINAMICA (MIKO) MICROSUEDE PATTERN, 68 IN WIDTH, RECYCLED PIR/PCR CONtENT — **WRS-M5H47-A1**

POLYESTER NON-WOVEN, DINAMICA (MIKO) MICROSUEDE PATTERN, 68 IN WIDTH, RECYCLED PIR/PCR CONTENT — **WRS-M5H47-A2**

LAMINATE, POLYESTER NON-WOVEN, FOAM, DINAMICA (MIKO) MICROSUEDE PATTERN, 63 IN WIDTH, RECYCLED PIR/PCR CONTENT — **WRS-M5H47-A3**

1. SCOPE

The material defined by this specification is a Dinamica microsuede pattern, non-woven fabric, flame laminated to flame bondable polyether urethane foam or adhesive laminated to a backing scrim. For floor mat binding applications this material is defined by a single layer Dinamica microsuede that is not laminated. This non-woven fabric is made from 25% minimum PIR/PCR (Post industrial/post consumer) recycled yarn.

2. APPLICATION

These specifications were released originally for material used as cover material for headliners, sun visors, pillars, and floor mat bindings. Any other applications must be evaluated and approved by the responsible Materials Engineering activity.

2.1 LIMITATION

Dark colors used for pillar applications must use a dark colored backing to prevent read through.

3. REQUIREMENTS

3.1 APPROVED SOURCES

This specification requires the use of approved sources. Only the sources identified on the Ford Approved Source List (ASL) can be used when this specification is listed on the drawing, CAD file, or other documents. The list of approved sources is located within Ford at www.mats.ford.com or available externally through a Ford Materials Engineer.

3.2 RECYCLED CONTENT

This material must contain a minimum of 25% recycled content as defined by WRS-M99P42-A2. The remaining portion of the material can come from virgin sources. Refer to the Approved Source List (ASL), for specific regional recycled levels for this material..

Date	Action	Revisions	Rev. 0
2016 05 27	Released	L. Rabideau, NA	

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3.3 APPEARANCE

The color, pattern, and finish shall match the approved Corporate Design master sample.

3.4 FABRIC PERFORMANCE

In addition to the requirements listed herein, the fabric shall meet all requirements of WSS-M8P27-A1/latest for all systems above the beltline and WSS-M8P24-A/latest for all floor mat binding applications.

3.5 VEHICLE INTERIOR ENVIRONMENTAL PERFORMANCE

Materials used in interior applications must meet the requirements outlined in WSS-M99P2222-D1/latest, *Performance, Vehicle Interior Environmental Quality Material/Component Requirements.* Data must be included in material submission package.

3.6 CONDITIONING AND TEST CONDITIONS

All test values are based on material conditioned for not less than 24 h prior to testing in a controlled environment of 23 +/- 2 °C and 50 +/- 5% relative humidity. Testing of the material should occur in the conditioning environment or soon after removal.

3.7 FABRIC CONSTRUCTION

Base Fabric Weight, -/+ 10 % tolerance (FLTM BN 106-01)	A1 - 220 g/m^2 A2 - 220 g/m^2 A3 - 265 g/m^2

Note: If back coating is present, back coating weight in g/m^2 must be included as a subset of total weight.

3.8 COMPOSITION
(ASTM D629)

3.8.1	Face	Polyester: 90% +/- 2%
	Binder	Polyurethane:10% +/- 2%
3.8.2	Foam (A1 and A3 only)	Polyether Polyurethane
	The foam shall be polyether polyurethane and must meet Headlining Performance Specification WSS-M99P48-A2/latest.	
3.8.3	Thickness	As specified on Engineering Drawing

3.9 STRENGTH PROPERTIES

3.9.1 Breaking Strength
(ASTM D5034 Grab Method, 300 mm/min speed
Average of 5 samples in each direction)

MD	450 N min
AMD	200 N min

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